The Vermont Advisory Council on Historic Preservation (state review board) and Vermont State Historic Preservation Office have approved this nomination with some reservations. This is the first nomination that we have reviewed in Vermont of its type and its eligibility is unclear since there is no physical evidence of the resource. The Council and the SHPO are looking for guidance from the National Park Service and see this nomination as instructional in how to treat ones of a similar nature in the future.

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Narrative Description

This 1.25-mile long segment of the Crown Point Road is located between the south line of the former New York grant of Socialborough and a historic Otter Creek crossing. New York surveyors documented the Crown Point Road in field notes while laying out the town of Socialborough in 1767 and 1771. Researchers (i.e., Albert Ransom and other Crown Point Road Association members) identified this specific road segment location through retracing and resurveying eighteenth century survey notes, conducting fieldwork, and reviewing other archival data. Several historic boundary markers for the town of Socialborough were identified to reestablish the location of this Crown Point Road segment. Similar evidence is commonly used to settle legal property boundary disputes. An on location inspection and archival research by GEOARCH (Callum and Sloma 2006) further confirmed and documented the road segment's geographic position and condition. Presently, the road segment lies in the modern town of Clarendon, Vermont and traverses agricultural land used for pasture and corn cultivation. Therefore, no obvious surface evidence exists to identify the road segment. Construction of the Crown Point Road in this location would have required no, or only minor modification. Therefore, the road segment, surrounding ground surface, and broader landscape are considered to exhibit integrity of location, design, setting, materials, workmanship, feeling and association.

The northern end of the road segment begins 107 feet southeast of the intersection of Creek Road and Horton Road and extends south through agricultural fields. Historically, the floodplain probably appeared similar as a grassy intervale. Given that the topography is fairly level, the course of this road segment across the floodplain must have been oriented along the general direction of the entire Crown Point Road, from northwest to southeast. The southern end of the road segment is at the western bank of the Otter Creek, although the channel may have laterally migrated over time. It is believed that the Crown Point Road continued north beyond this road segment beside or under the present Creek Road. It is also believed that the Crown Point Road continued southeast of this road segment across the Otter Creek floodplain and over what is now the Rutland Airport.

It is difficult to estimate the extent of any past alterations of this road segment by examining the present ground surface that appears largely intact. Past alterations may include lateral channel migration, erosion, aggradation, agricultural plowing, and ditching to improve field drainage. Based on a comparison of historic survey records and modern maps, Albert Ransom of the Crown Point Road Association concluded that the river channel in this specific part of the Otter Creek is located close to its position in 1767-1771. The southeastern end of the road segment continues to flood seasonally when the Otter Creek tops its banks and overflows onto the floodplain. Therefore, flooding may have buried or scoured portions of the road's path from year

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to year. Impacts from continued agricultural practices are considered limited and focused. For example, plowing disturbs the top 8-10 inches of the surface and the one or two visible drainage ditches are oriented east-west intersecting the Crown Point Road at roughly right angles. Land west of the road segment is sparsely developed with scattered residences and farmsteads. A similar pattern exists along the distant eastern edge of the Otter Creek floodplain.

Extensive archival research and field work by Albert Ransom and other Crown Point Road Association members indicates that this segment of the Crown Point Road was in use until 1771, and perhaps later in a diminished capacity. This road segment under nomination was part of a longer stretch of road west of Otter Creek that appears to have been largely abandoned when a new alignment of the Crown Point Road was added during the Revolutionary War east of Otter Creek.

On September 7, 1776 Major-General Horatio Gates ordered Lieutenant Colonel John Barrett of the New York, Cumberland County militia to cut a road connecting Mount Independence with the fort at Charlestown, New Hampshire. Part of the 1776 military road (Crown Point Road) between Clarendon and West Street in Rutland probably incorporated a section of the Great Road from Montréal to Boston. The Great Road was voted to be laid out from Clarendon to Pittsford in 1773 upon William Cockburn's north-south survey line and resurveyed again in 1779. In 1780, the Town of Clarendon constructed a road west of the present Creek Road and south of the Crown Point Road segment under nomination. This town road led to the "Great Bridge" over Otter Creek and may have been an improvement of the old Crown Point Road route that it essentially paralleled. Some researchers have confused traces of this later town road for the Crown Point Road.

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Narrative Statement of Significance

This site is a segment of the Crown Point Road that is significant in the context of the Crown Point Military Road in the French and Indian War, 1759-1763 and Early Settlement Along the Crown Point Road, ca. 1763-1775. This road segment meets all five registration criteria outlined in the Crown Point Road MPDF. First, the site conforms to the original route based on archival information and survey data. Second, the location appears to retain its integrity and has a potential for containing intact archeological deposits. Third, the road segment's length of over a mile evokes a sense of travel. Fourth, the present open agricultural setting is consistent with how the area may have appeared historically as grassy wetlands fringing Otter Creek. Fifth, the site may contain buried evidence of the road segment alignment and use, as well as associated historic properties such as buried corduroy, remains of one or more bridges over Otter Creek, and encampments.

The Crown Point Road provided an improved means of supplying British forts on Lake Champlain from southern New England and solidified a British victory in 1763. This specific segment of the Crown Point Road is unique because of its brief use from 1759 until about 1771. Construction of a new alignment east of Otter Creek during the Revolutionary War relegated this older, westerly route to a secondary roadway. Over time, this road alignment west of Otter Creek was abandoned entirely. The land through which this segment crosses has only been used for agriculture. Therefore, this road segment retains good integrity and could contain rare archeological evidence of the road and its use over a short span of time, in contrast to other portions of the Crown Point Road that continued to be extensively used and modified until the road's importance diminished in 1797.

Historic Background and Significance

During the French and Indian War General Jeffery Amherst entrusted three officers with the responsibility of Crown Point Road construction, Captain John Stark, Major John Hawks, and Colonel John Goffe. Other officers continued to seek ways to improve the route including soliciting local civilians to assist with road improvements. Captain John Stark of the 4th Ranger Company blazed the entire route with 200 of his men from Crown Point from August 8, 1759 to September 9, 1759. Major John Hawks oversaw construction of the road accompanied by over 300 men. Soldiers under Hawks left Crown Point on October 27, 1759 and worked eastward until they reached Fort Number Four on November 17, 1759. Progress on the road slowed as winter approached. Colonel John Goffe and his 800-man New Hampshire regiment undertook additional construction. These troops began work at Fort Number Four in the middle of June 1769 and worked to within reach of Otter Creek. They returned to Crown Point on July 30. Road construction was virtually complete by July 1760, when Goffe's men were recalled to aid General Amherst

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and Brigadier General William Haviland with the assault on Montréal, Québec.

The Crown Point Road provided an overland route for settlers to access Vermont following the French and Indian War, and once again after the Revolutionary War ended. Crown Point Road segments remained important at a nationwide, state, and local stage of road development. In some parts of the state, Crown Point Road segments represent the only tangible link to the extensive transportation corridor's historic significance.

No original surveys or maps are known to exist for construction of the Crown Point Road in 1759-1760. However, journal entries, military correspondence, and original survey notes for establishing the New York grant of Socialborough provide evidence for the road's location between 1759 and 1771. Land records between 1773 and 1785 further support the road segment's location. William Henshaw's 1759 orderly book states that a "foot bridge" was located 37 miles from Fort Number Four and 45 miles from Crown Point (Henshaw [1759] 1909:253). This may have been the same location that Weeks (1999:7 quoting Lieutenant John Small's letter to General Amherst in November, 1761) identifies "Roger's ferry and a bridge made for footmen" on the Otter Creek. If troops under John Stark or John Hawks built this bridge, it was certainly in need of repair again, had it not already washed away. Existing information suggests that Goffe's men did not construct a bridge over Otter Creek or west of there. Instead, according to Jenks ([1760] 1889:387), Hawks led a detachment of men to build a bridge over Otter Creek on November 4, 1760. Historic accounts indicate that Goffe's men returned to Crown Point a few days after they reached Otter Creek. Additional episodes of bridge construction or repair may have been necessary between 1760 and 1763. A letter from Lieutenant John Small of the 42nd regiment to General Amherst on April 9, 1761 may suggest that Hawks' bridge had already washed out. Upon his return from Fort Number Four in Charlestown, New Hampshire Small crossed Otter Creek 3 miles above the "Great Falls" and 7 miles below (downstream) the spot where Hawks crossed in 1759 (CPRA 1999:83). Any bridge over Otter Creek must have quickly deteriorated, especially after 1763 as provincial troops were discharged after the French and Indian War, and as British regulars were dramatically reduced across the region. In the absence of a bridge, people had to resort to fording or rafting across Otter Creek. Clarendon land records from 1773 refer to the "Great Fordway" across Otter Creek a little north of Clarendon Flats and about 0.75 miles north of the Mill River.

The present township of Clarendon in Rutland County was actually chartered under four separate grants, resulting in several decades of disputed land claims. Original surveys for the New York grant named Socialborough offer the best evidence for locating this Crown Point Road segment. On March 22, 1771, Alexander Colden, New York Surveyor General drafted a return of survey for the patent of Socialborough (Caverly 1872:76-77). Colden notes that William Cockburn, New York deputy surveyor general, surveyed that land on both sides of the Otter Creek in 1767 for John Harris Cruger and

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his associates. The same year, New York provincial Deputy Surveyor Archibald Campbell marked a line of trees forming the northern boundary of the New Hampshire township of Clarendon. The eastern boundary of Socialborough, east of the Otter Creek, fell on the marked line of trees forming the northern boundary of Clarendon. In his survey, Campbell notes one point crossing the Crown Point Road on the Socialborough south line and one point crossing the Crown Point Road on the Socialborough east line (Ransom 1988). In 1771 William Cockburn was sent to survey Socialborough and divide it into lots (Crockett 1921:338). Cockburn's field notes of the lotting of Socialborough provide an additional four points for the Crown Point Road (Ransom 1988). Two of the six survey points recorded by Campbell and Cockburn relate directly to this road segment. Cockburn was listed as one of the persons on the petition right beside Archibald Campbell (Nye 1947:208-213), another land surveyor.

Albert Ransom, a Crown Point Road Association member, found maps that William Cockburn had drawn of his 1767 traverse of the south and west lines of the New York grant named Socialborough. Ransom retraced these surveys to relocate the boundaries of the Socialborough township and establish one survey point for the Crown Point Road along the Socialborough south line (Cockburn 1767, 1771). Data for this point was also extracted from the field notes of Archibald Campbell (1767), who worked with Cockburn.

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Verbal Boundary Description

This property consists of a 200-foot wide strip of land centered on the line delineated on accompanying maps (USGS, 7.5 Minute Series, Rutland, Vermont Quadrangle).

Boundary Justification

Orders from General Jeffery Amherst to Major John Hawks on October 26, 1759 specified that the Crown Point Road be widened to a width of at least 20 feet. Trees or underbrush was probably removed along a broader corridor to keep the road dry and improve defensive visibility along the road. Encampments may have been located on or beside the roadway.

The use of historic survey field notes and other archival evidence is consistent with one of the five methods recommended by the National Park Service (McClelland 1991) for selecting National Register Nomination boundaries. Nomination of a strip of land extending 100-feet west and 100-feet east of the road's centerline should be sufficient to include any minor deviations in the road within a narrow protective buffer. This 1.25-mile long and 200 foot wide area may also afford some protection to associated historic properties. However, if encampments are present, they may continue outside the boundaries of this segment.